

INSTALLATION MANUAL FOR THE VERADO/AUTOPILOT HYDRAULIC HOSE KITS

**Part #
VER-HOS-KT3
VER-HOS-KT6**



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Installation Manual

This manual is intended as a reference guide for correctly installing a Furuno/Accu-Steer reversing pump with a Mercury Verado steering system.

Please take the time to read this manual for a thorough understanding of the reversing pump and steering system.



VER-HOS-KT3/6

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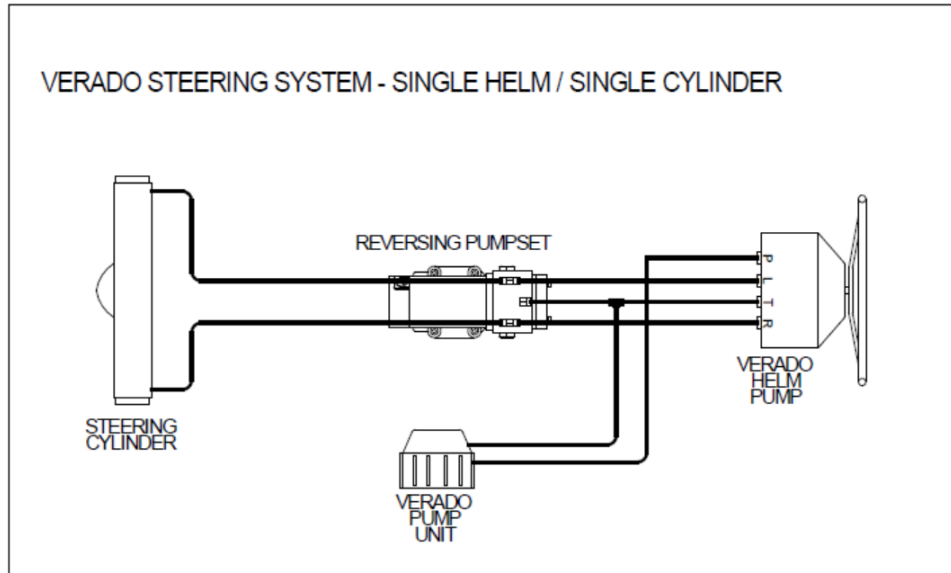
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1. GENERAL INFORMATION

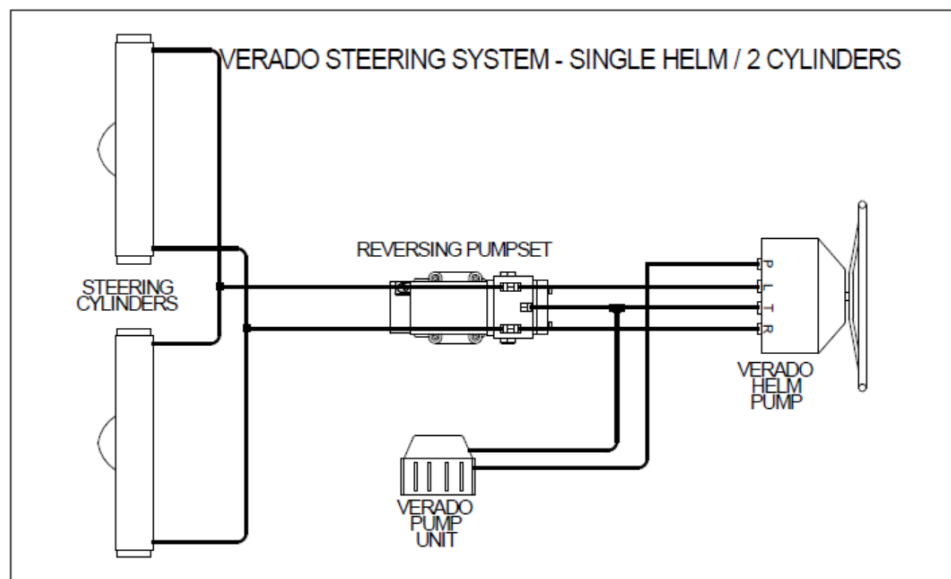
- 1.1 The autopilot/Verado hydraulic hose kit provides the necessary parts to install the Furuno/Accu-Steer reversing pump with Verado Hydraulic Steering systems.
- 1.2 Standard installation practices should be exercised. Hoses should be installed in such a manner to avoid sharp bends and chafing. All hoses should be secured.

2. HYDRAULIC LAYOUTS

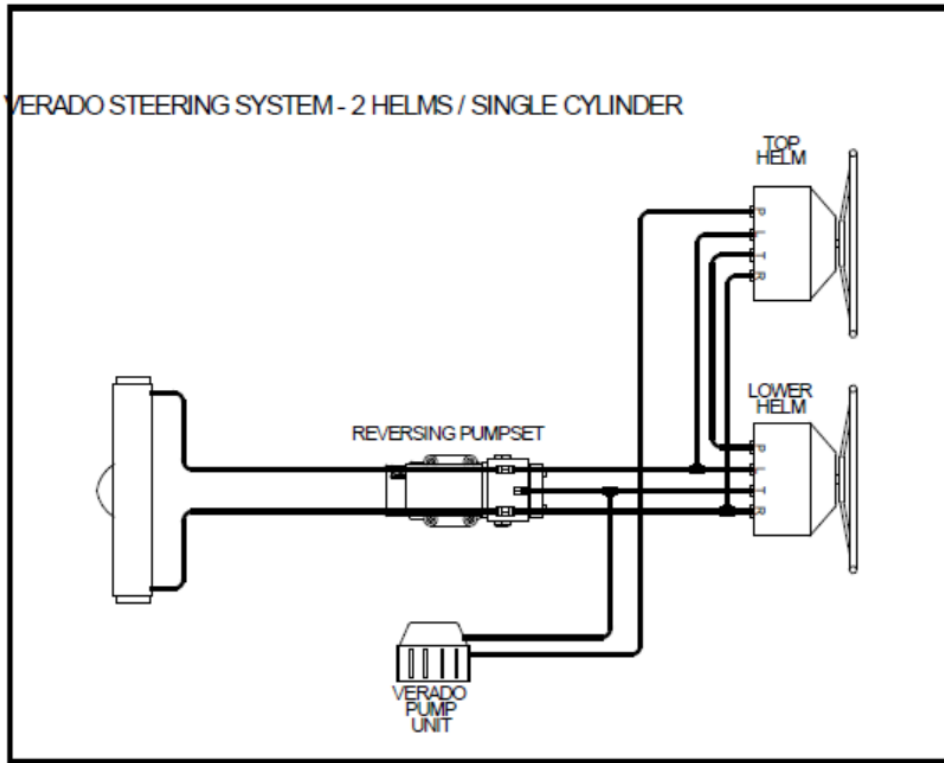
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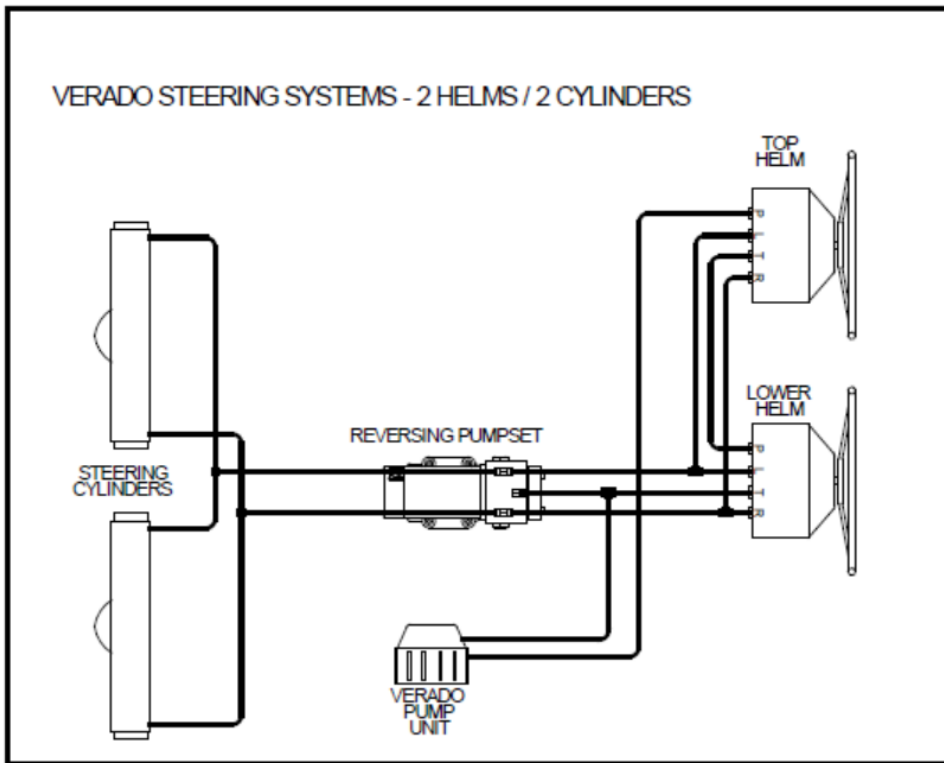
2.2



2.3



2.4



3. SYSTEM DESCRIPTION AND CONNECTIONS

- 3.1 Oil from the Pump Unit flows to the helm through port <P> and returns to the Pump Unit from port <R> (This is referred to as the primary circuit). The pump unit has a pressure relief valve built in. The helm pump has a non-return check valve located internally, in the pressure port. As the steering wheel helm pump is rotated in the starboard direction it will direct oil from the pressure port into the starboard line. Then oil from the port line is directed to the return port. The starboard and port lines are marked L (left) and R (right) on the back of the helm pump.
- 3.2 When multiple helm pumps are used, the primary circuit lines (P and T) are connected in series, as shown in Figures 2.3 and 2.4 The output ports of the multiple helm pumps (L and R) are connected in parallel.
- 3.3 The autopilot reversing pump is connected in parallel with the helm pump outlets as shown in the line drawings.
- 3.4 The tee fittings and adapters supplied (SAE -06 to SAE -04) connect directly to the reversing pump using the SAE -06 ports in the pump block.
- 3.5 The hoses from the helm pump (L and R) are relocated to the outlet fittings in the reversing pump. The hoses supplied are connected between the helm pump (L and R) and the other side of the tees on the reversing pump.
- 3.6 The fill line between the lower helm and the pump unit is to be cut and a hose barbed tee inserted. Small gear clamps are provided to ensure the hose barb connections do not come apart. The third port from the tee is connected to the fill port on the reversing pump. This fill line should have a gradual slope from the reversing pump to the tee to allow air to escape from the reversing pump.

4. SAMPLE CONNECTION PICTURE

